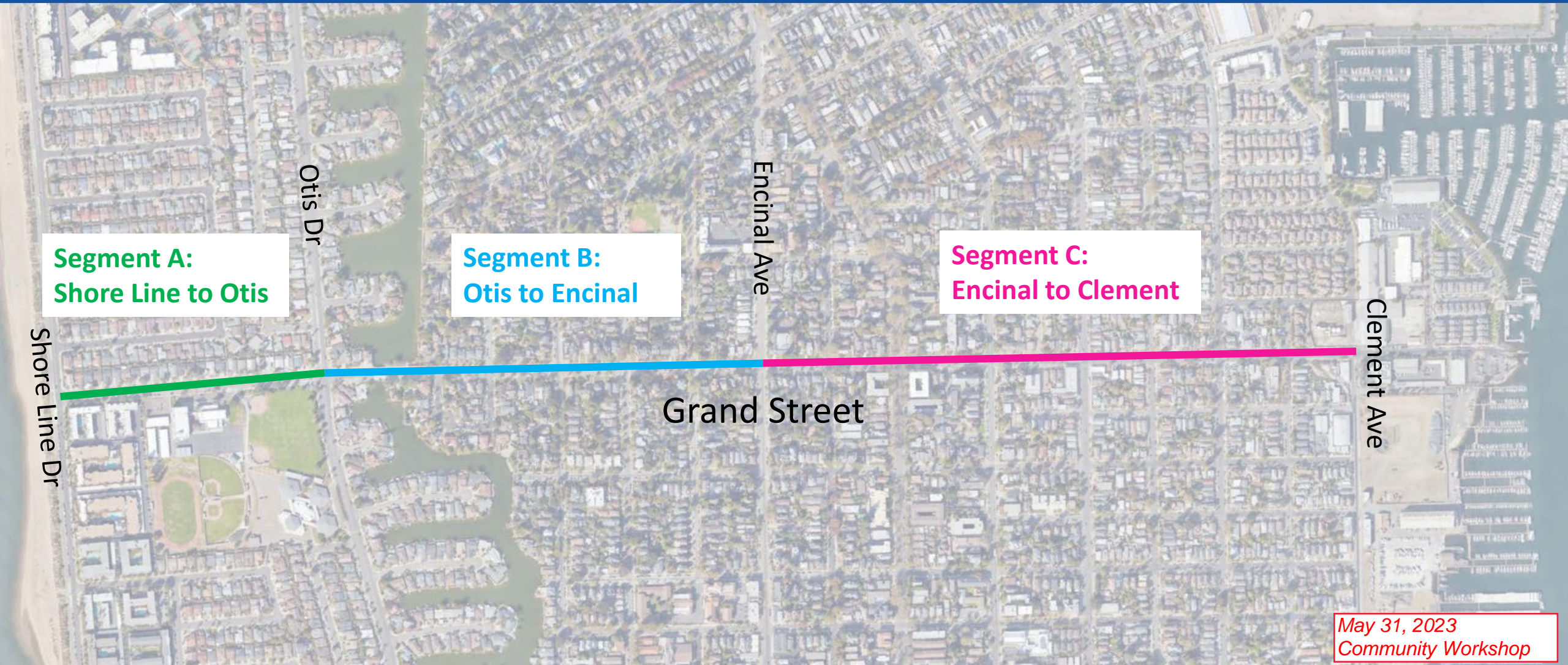


# Grand St Improvements: Three Segments





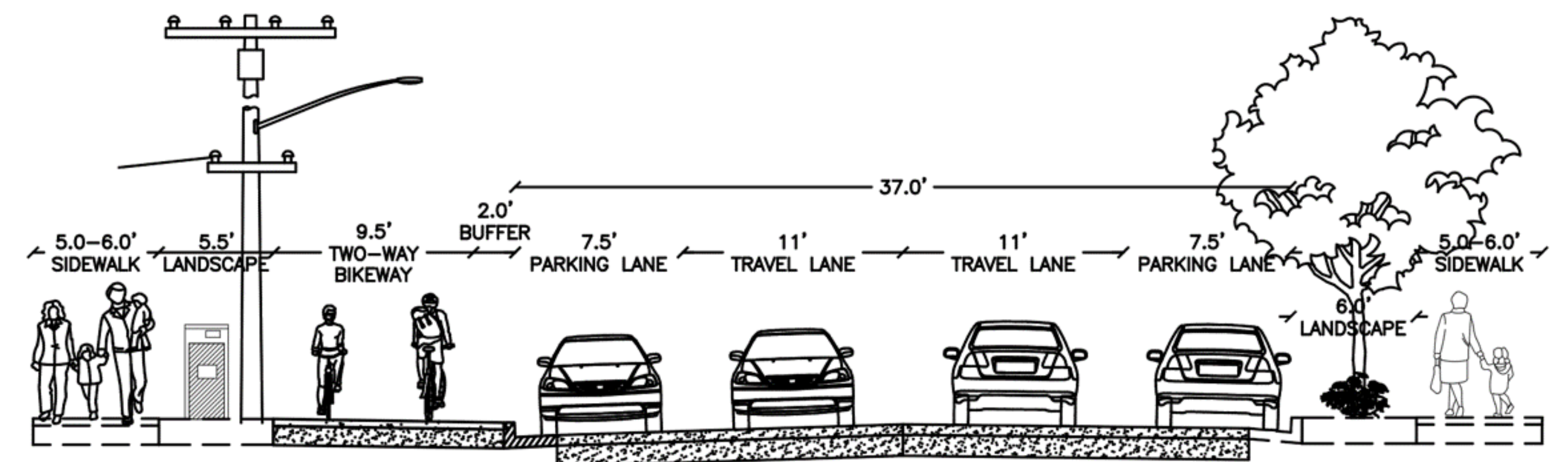


# CITY OF ALAMEDA

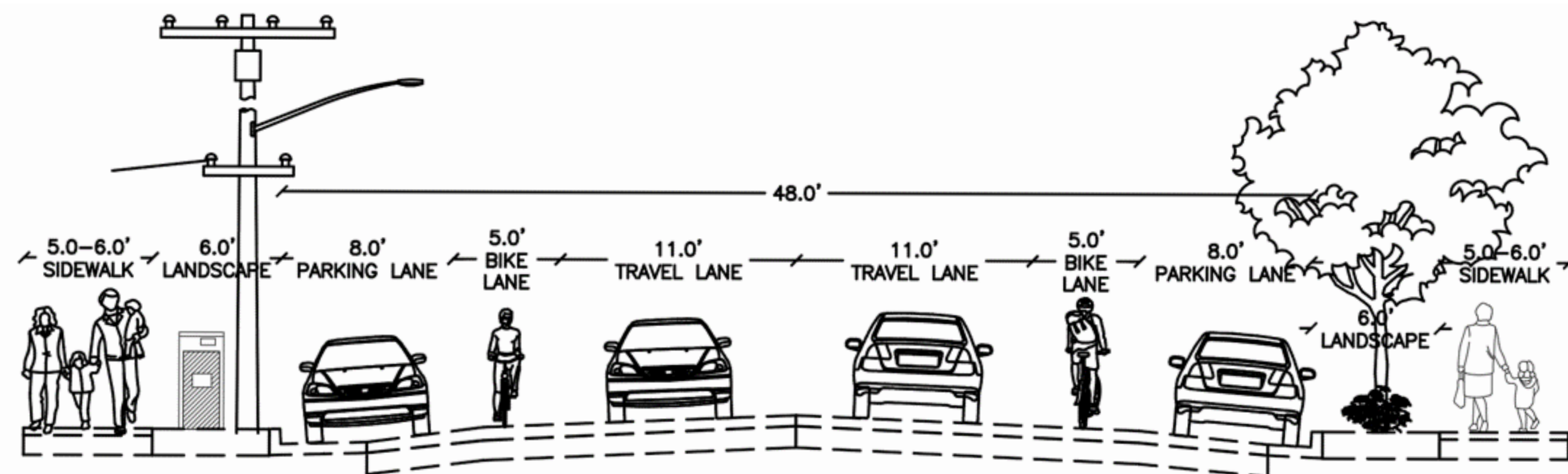
## OTIS DRIVE – CLEMENT AVENUE CORRIDOR OPTIONS

**Parisi** A DIVISION OF  
TRANSPORTATION CONSULTING **Parametrix**

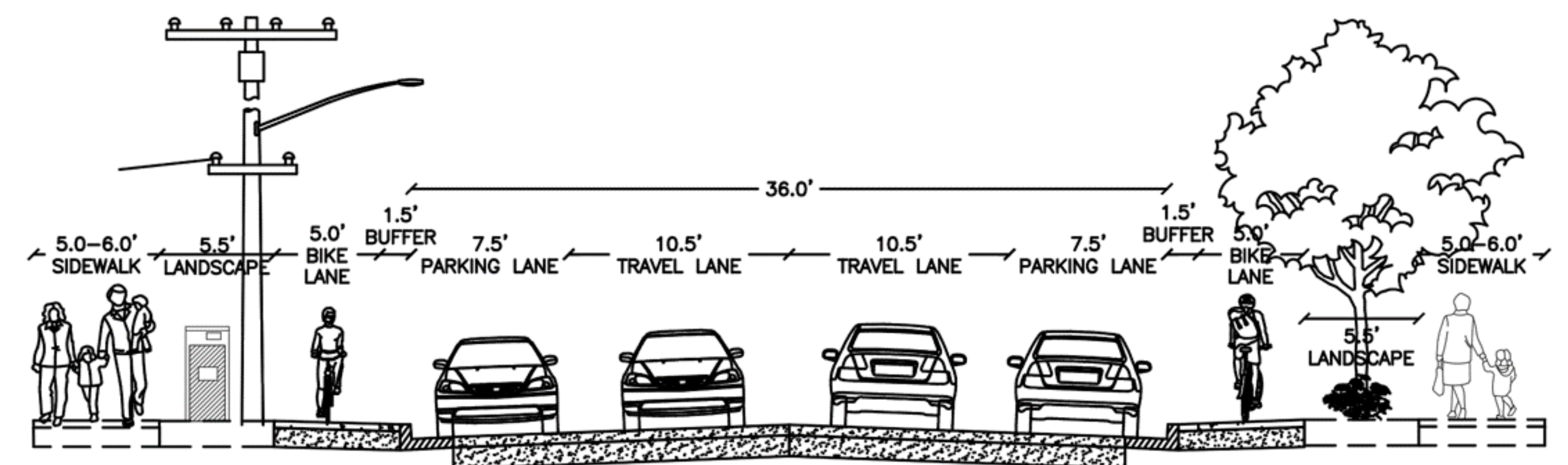
MAY 31, 2023



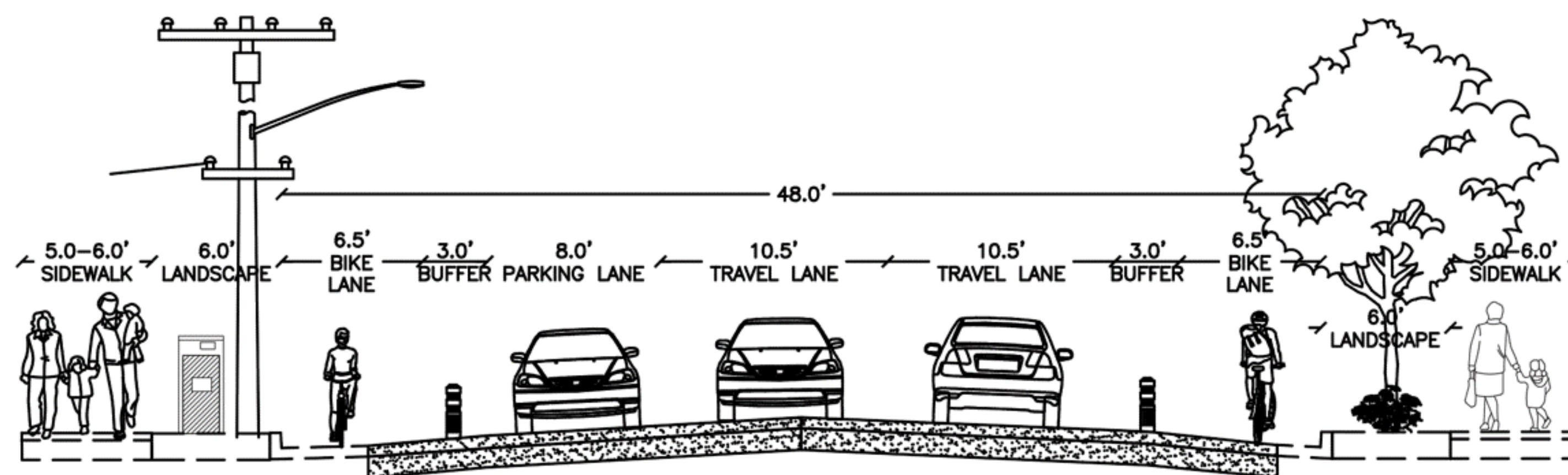
**ALTERNATIVE #1: RAISED 2-WAY BIKEWAY**



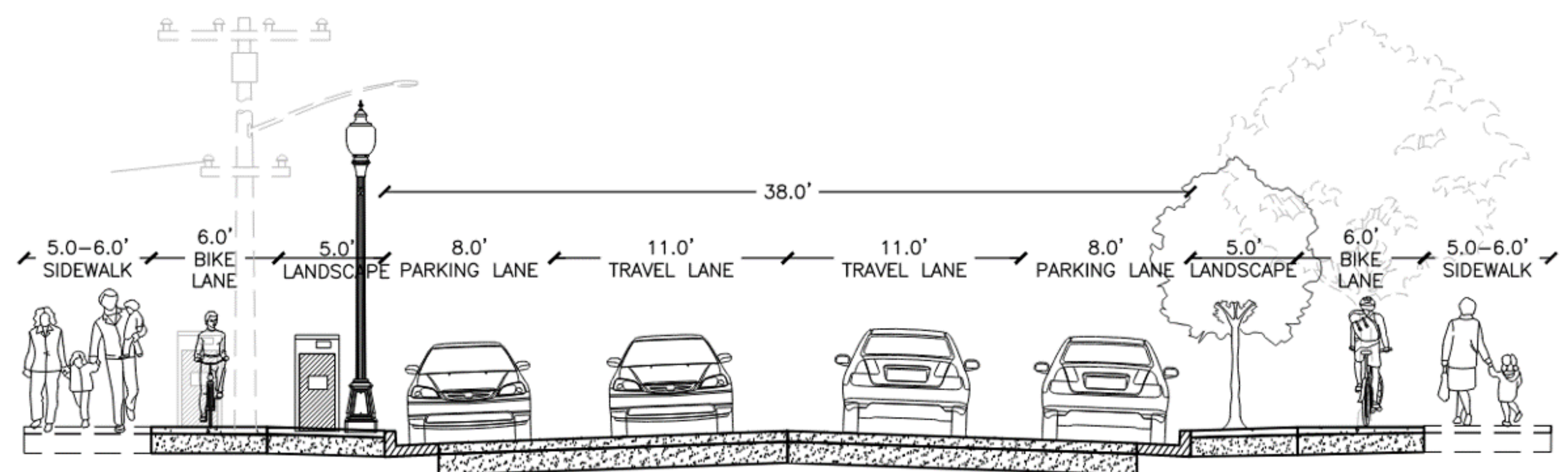
**EXISTING**



**ALTERNATIVE #2: RAISED 1-WAY BIKEWAYS**



**COUNCIL-APPROVED DESIGN: AT-GRADE 1-WAY BIKEWAYS**



**ALTERNATIVE #3: ENHANCED RAISED 1-WAY BIKEWAYS**



# Cost Comparison

Design	Cost Estimate	Increase over Council-Approved design
<b>Council-Approved Design</b>		
Segment A: Shore Line to Otis - Fully funded with grant	\$ 1,500,000	
Segment B: Otis to Encinal	\$ 2,970,000	
Segment C: Encinal to Clement	\$ 4,080,000	
Total (Segments B+C)	\$ 7,050,000	
<b>Alternative #1: Raised 2-way bikeway</b>		
Segment B: Otis to Encinal	\$ 5,610,000	\$ 2,640,000
Segment C: Encinal to Clement	\$ 7,720,000	\$ 3,640,000
Total (Segments B+C)	\$ 13,330,000	\$ 6,280,000
<b>Alternative #2: Raised 1-way bikeways</b>		
Segment B: Otis to Encinal	\$ 6,880,000	\$ 3,910,000
Segment C: Encinal to Clement	\$ 9,690,000	\$ 5,610,000
Total (Segments B+C)	\$ 16,570,000	\$ 9,520,000
<b>Alternative #3: Enhanced raised 1-way bikeways</b>		
Total (Segments B+C)	\$ 24,370,000	\$17,320,000

Costs estimates are total costs: construction, design, construction management, escalation, and contingencies.

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# Parking Comparison

Design	Percent of Existing Parking Removed
Council-Approved	60-70%
Alternative #1: Raised 2-way bikeway	5-15%
Alternative #2: Raised 1-way bikeways	10-30%
Alternative #3: Enhanced raised 1-way bikeways	10-30%

*Ranges are estimates, and are primarily based on amount of red curb added at driveways, to be determined based on site conditions, best practices and safety.*

# Implementation Timing Comparison

Design	Estimated Year to Begin Construction
Council-Approved	Segments A and B in 2024 Segment C in 2026 (grant funds needed)
Alternative #1: Raised 2-way bikeway	Segment A in 2024 <b>Segment B in 2025 (if all local funds); in 2026-27 (if grant funds)</b> Segment C by 2030 (grant funds needed)
Alternative #2: Raised 1-way bikeways	Segment A in 2024 <b>Segment B in 2025 (if all local funds); in 2026-27 (if grant funds)</b> Segment C by 2030 (grant funds needed)
Alternative #3: Enhanced raised 1-way bikeways	Segment A in 2024 <b>Segment B in 2028-29 (with grant funds)</b> Segment C by 2030 (grant funds needed)

*Timing based on estimates of availability of, and success in securing, grant funds.*

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# Summary Comparison

Design	Overview
Council-Approved	<ul style="list-style-type: none"><li>• Parking/bollard-protected bikeways</li><li>• Least expensive</li><li>• Quickest to build of all three segments</li><li>• Most parking loss</li></ul>
Alternative #1: Raised 2-way bikeway	<ul style="list-style-type: none"><li>• More separation between bicyclists and cars; 2-way bikeways less intuitive for all</li><li>• Second least expensive</li><li>• Second fastest to build</li><li>• Least parking loss</li></ul>
Alternative #2: Raised 1-way bikeways	<ul style="list-style-type: none"><li>• More separation between bicyclists and cars, but narrowest bikeways</li><li>• Third least expensive</li><li>• Also second fastest to build</li><li>• More parking loss than Alternative #1, but less than Council-Approved.</li></ul>
Alternative #3: Enhanced raised 1-way bikeways	<ul style="list-style-type: none"><li>• Most separation between bicyclists and cars</li><li>• Most expensive</li><li>• Takes longest to build</li><li>• Most disruptive to neighborhood character</li><li>• Similar parking loss to Alternative #2</li></ul>